

FIG.1

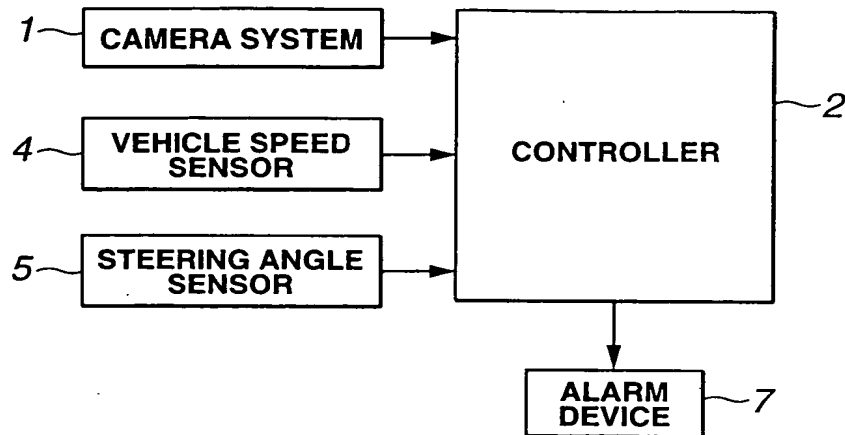


FIG.2A

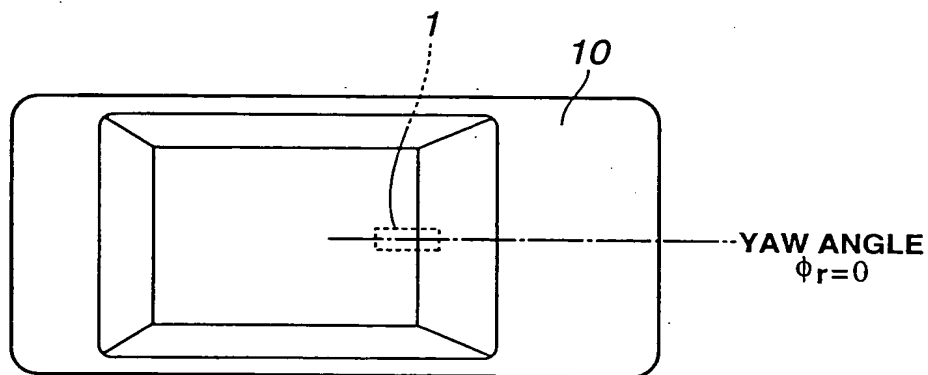


FIG.2B

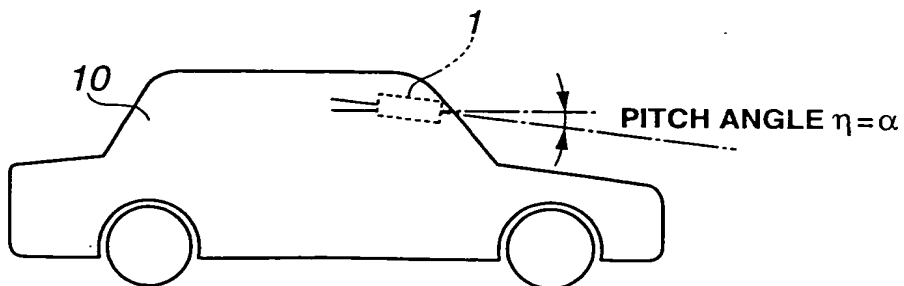


FIG.3

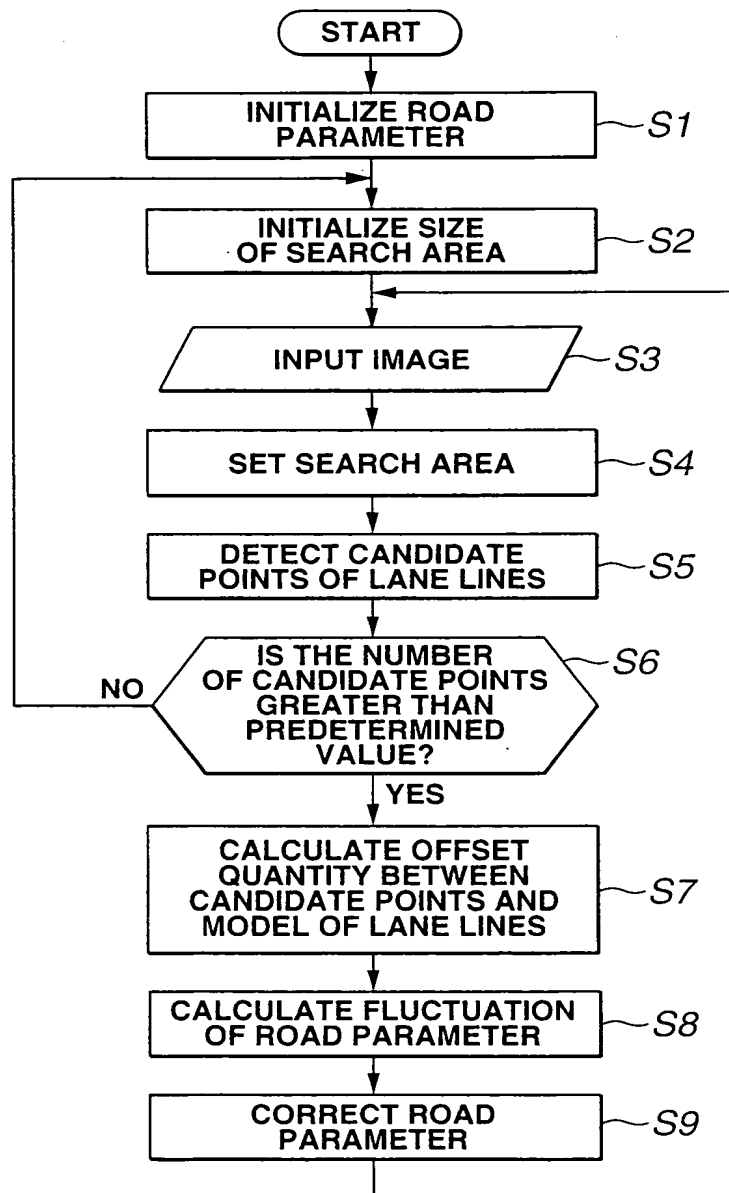


FIG.4

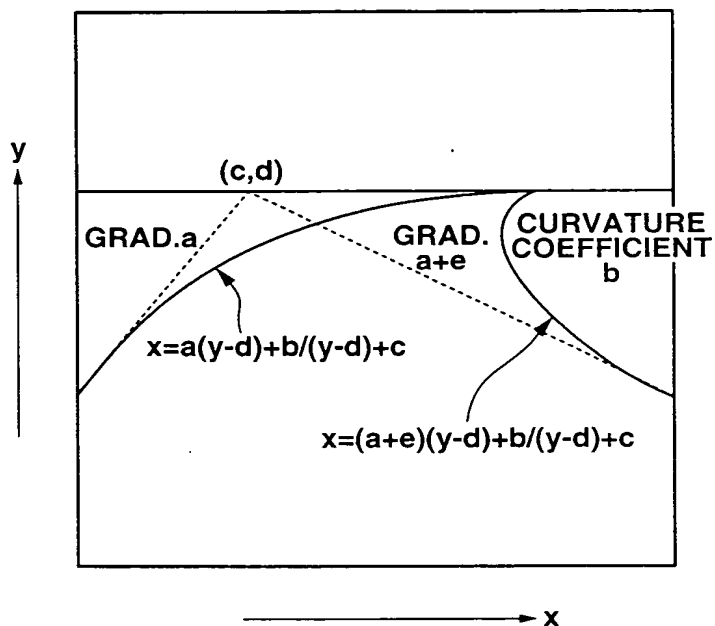


FIG.5

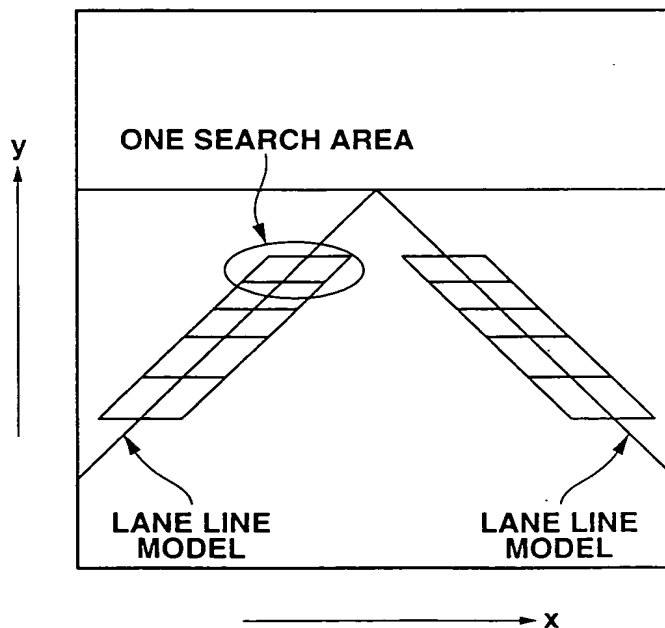


FIG.6

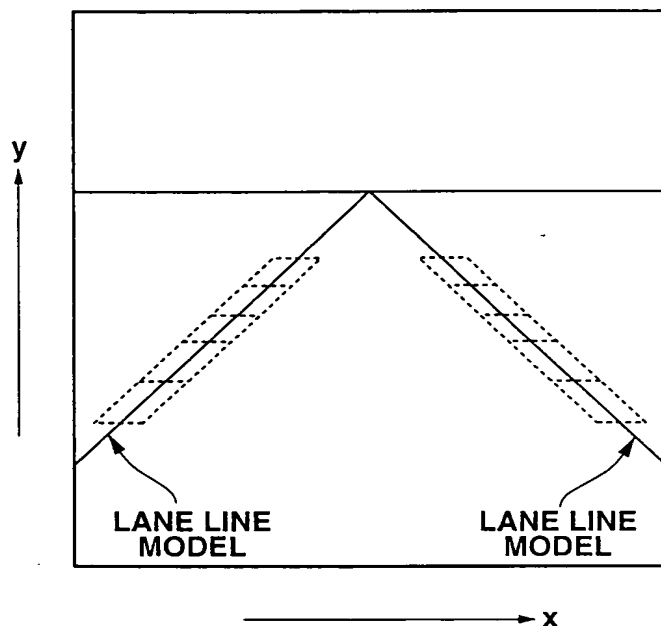


FIG.7

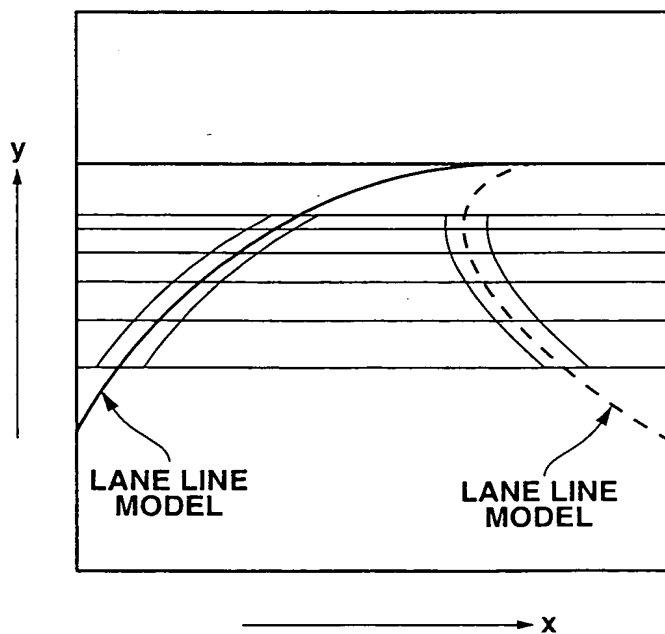


FIG.8

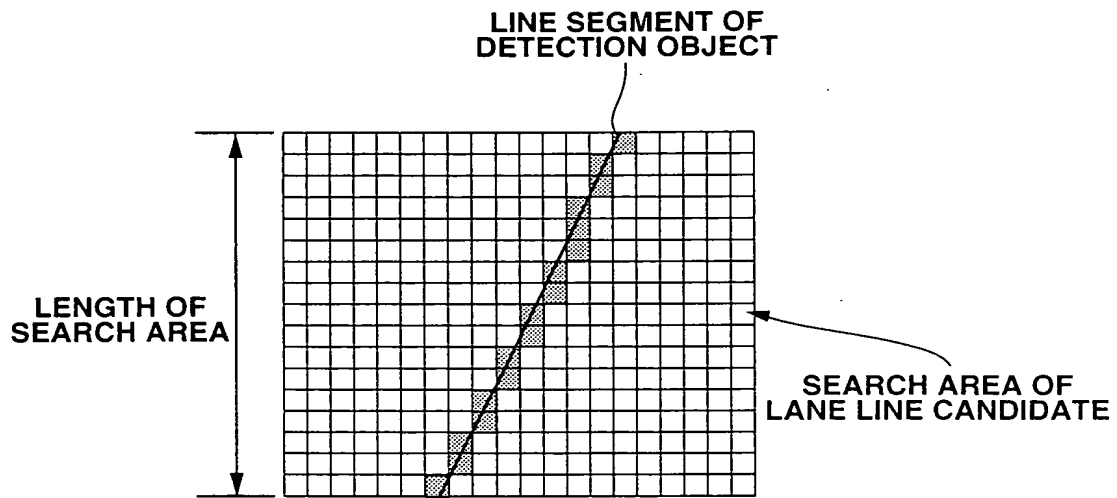


FIG.9

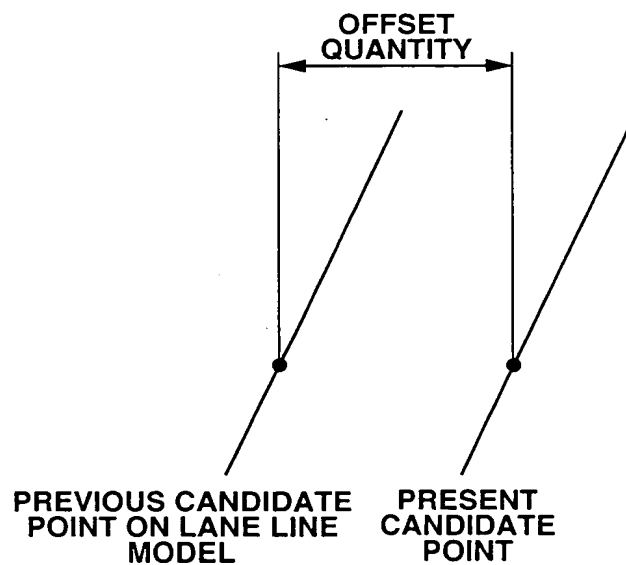


FIG.10

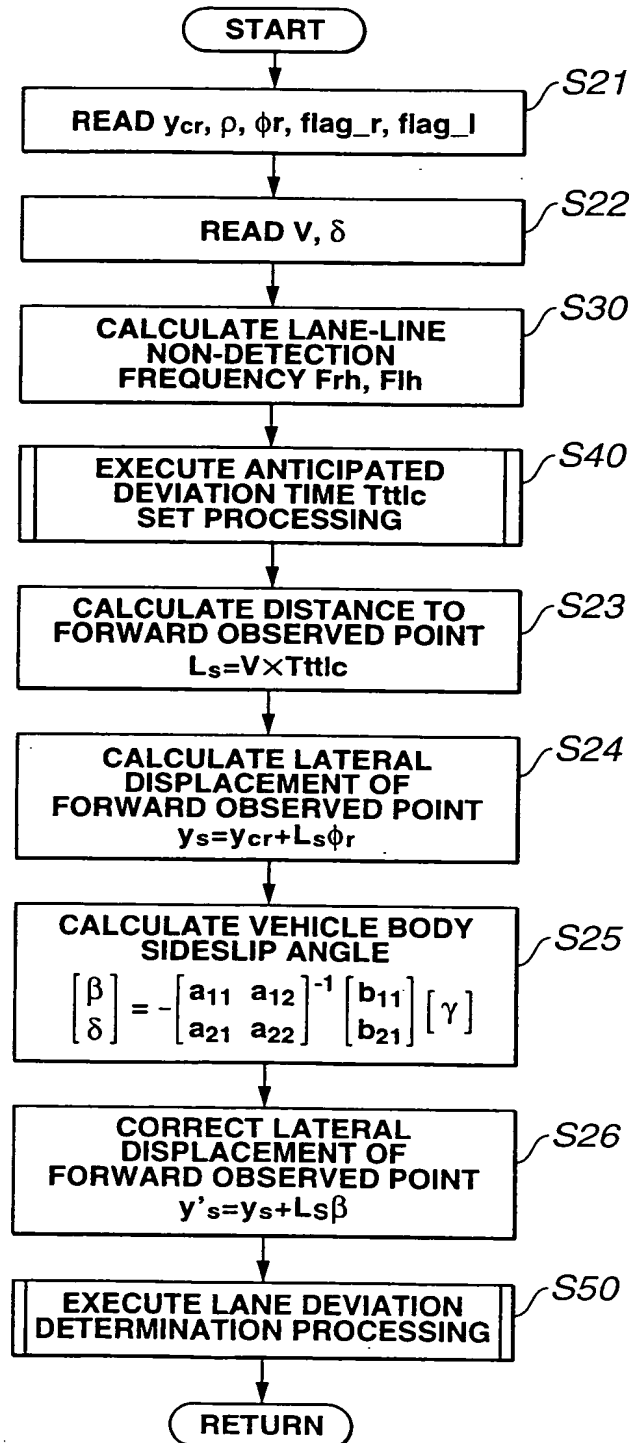


FIG.11

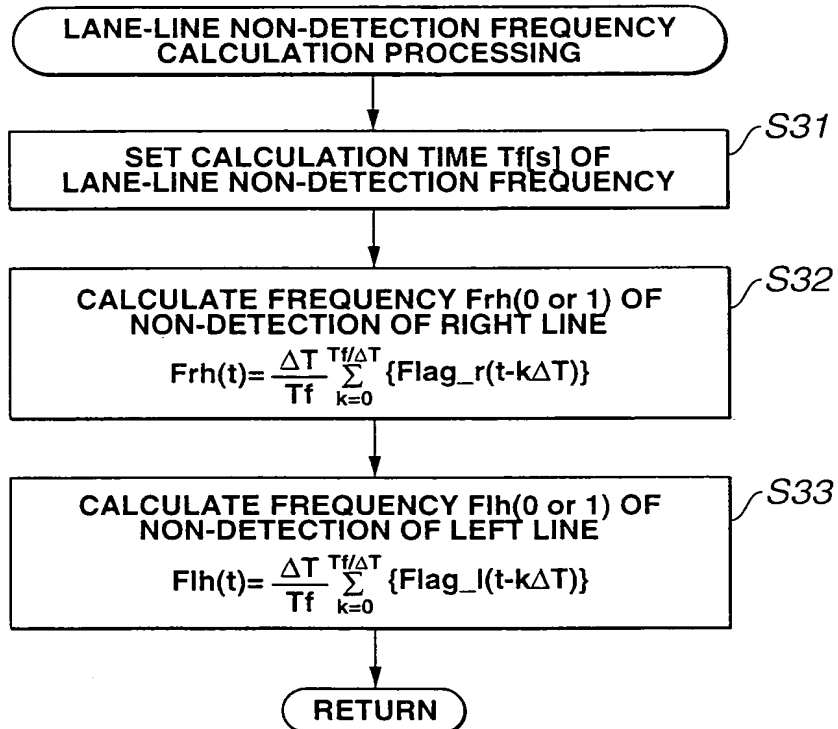


FIG.12

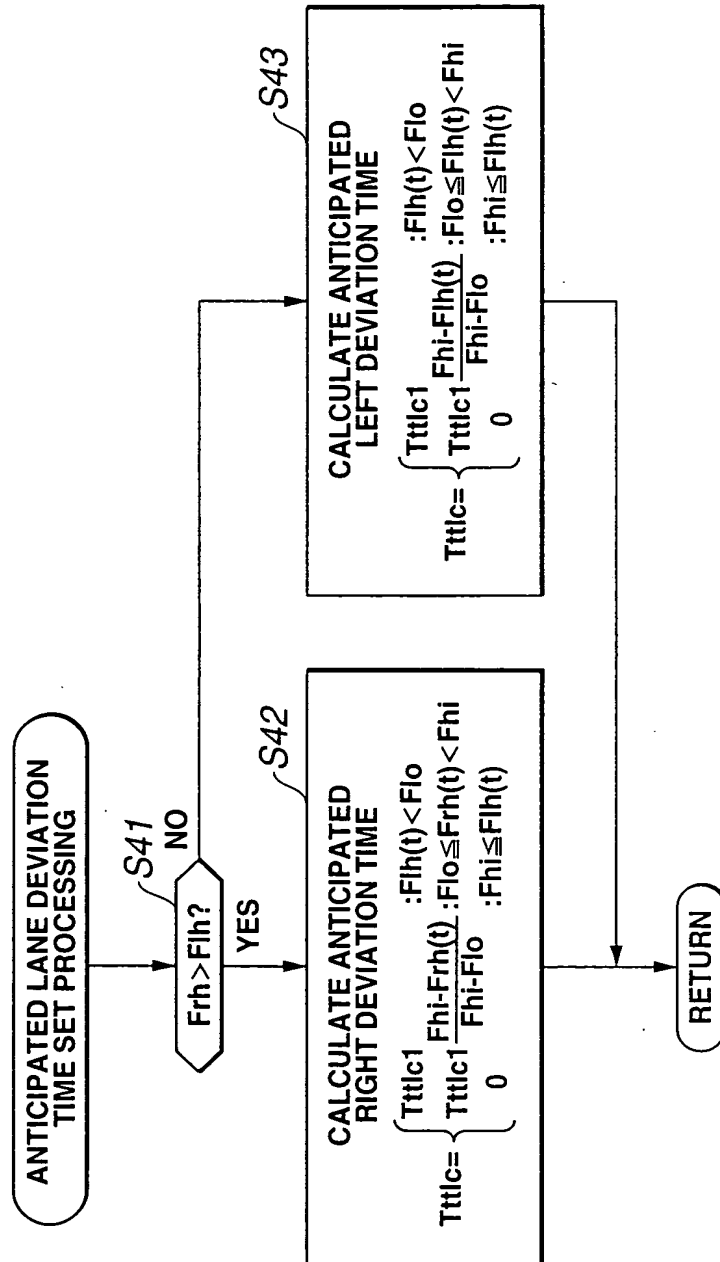


FIG.13

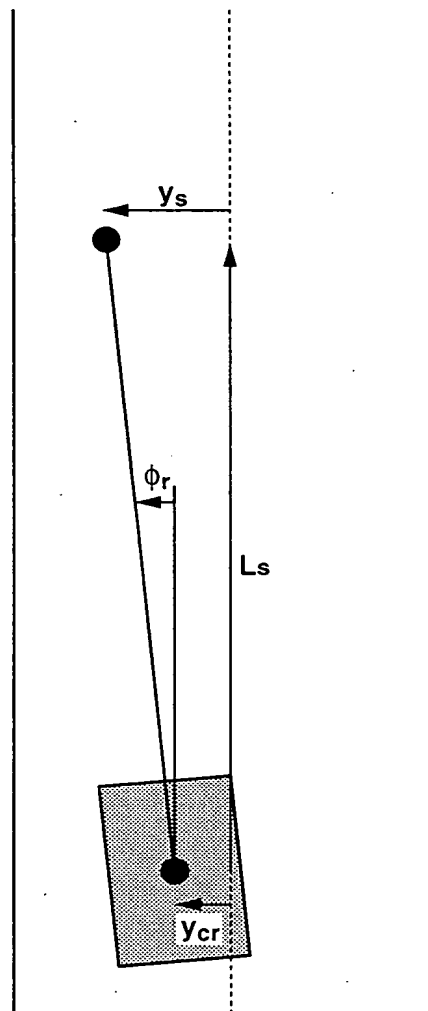
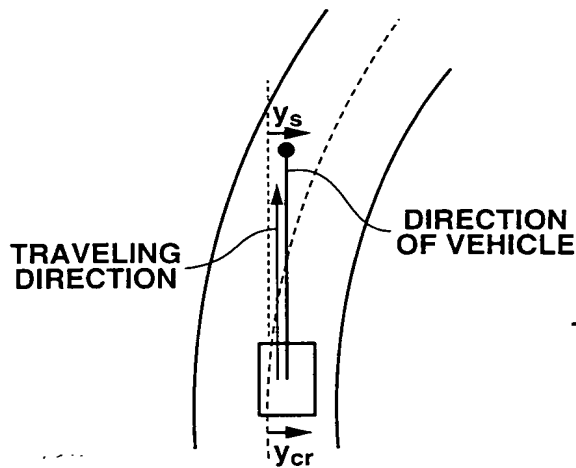


FIG.14A

STATE OF CORRESPONDENCE
BETWEEN TRAVELING DIRECTION
AND VEHICLE DIRECTION

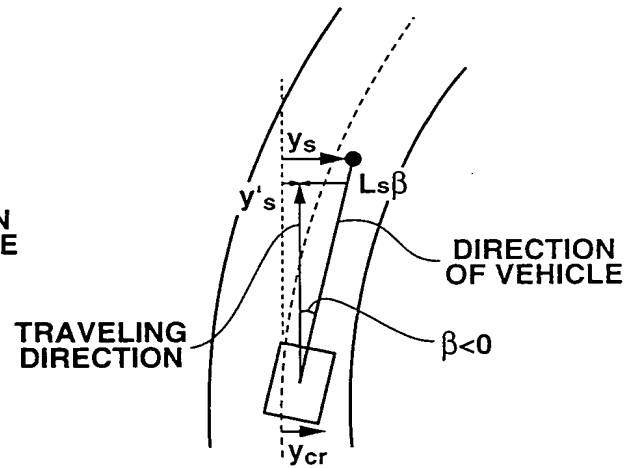


$$y_s = y_{cr} + L_s \phi_r = y_{cr}$$

<

FIG.14B

STATE OF GENERATING DISACCORD
BETWEEN TRAVELING DIRECTION
AND VEHICLE DIRECTION



$$y_s = y_{cr} + L_s \phi_r = y_{cr} - L_s \beta$$

↓ CORRECTION BY
SIDESLIP ANGLE

$$y'_s = y_s + L_s \beta = y_{cr}$$

FIG.15

RELATIONSHIP BETWEEN TURN
ANGULAR SPEED AND
VEHICLE SPEED

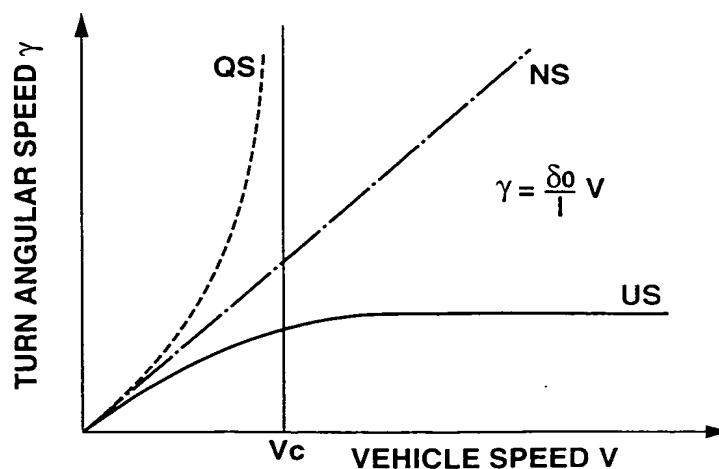


FIG.16

RELATIONSHIP BETWEEN SIDESLIP ANGLE
AND VEHICLE SPEED AT CENTER OF GRAVITY

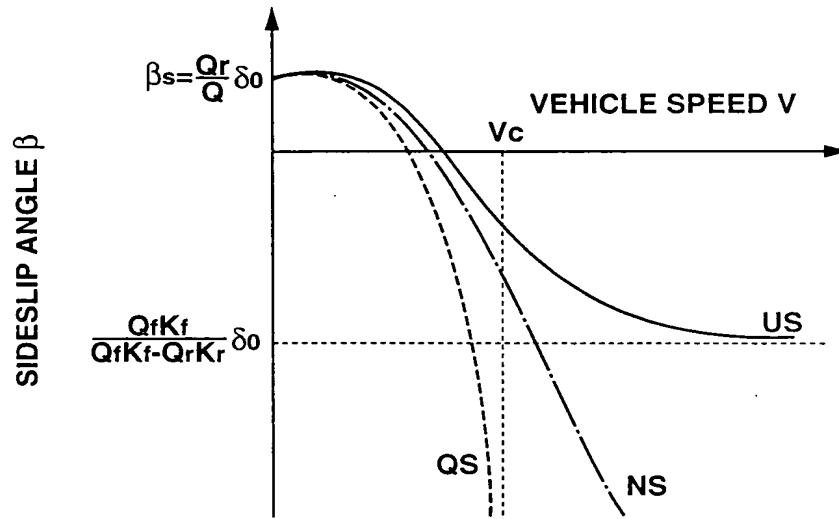


FIG.17

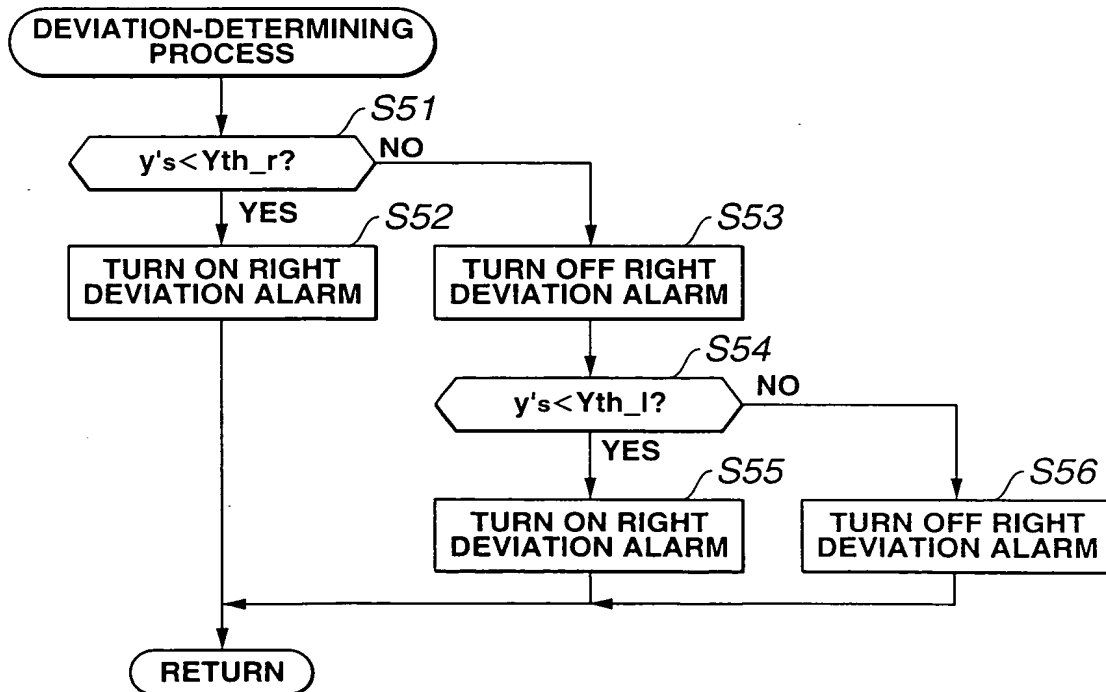


FIG.18A

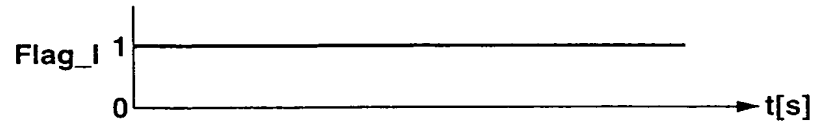


FIG.18B

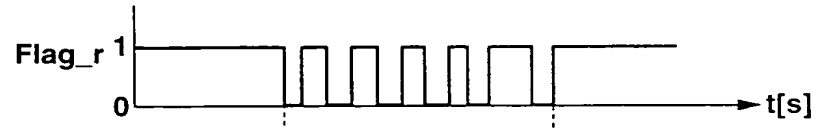


FIG.18C

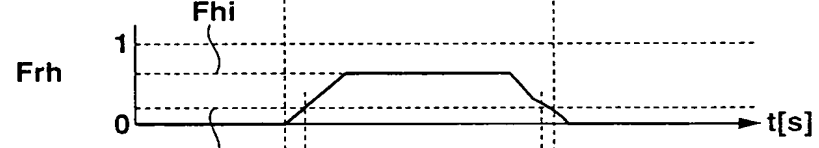


FIG.18D

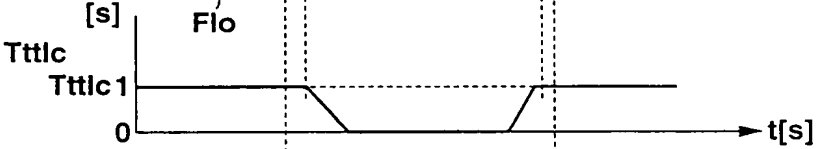


FIG.18E

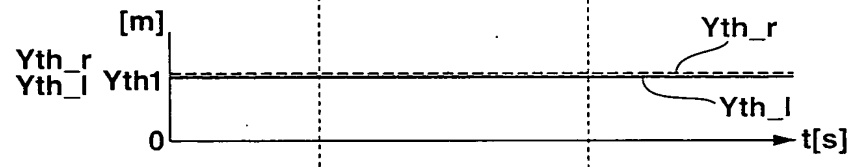


FIG.18F

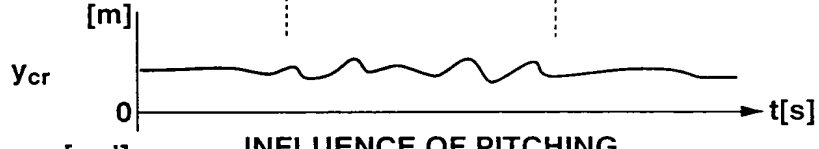


FIG.18G

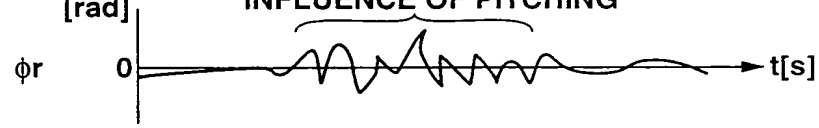


FIG.18H

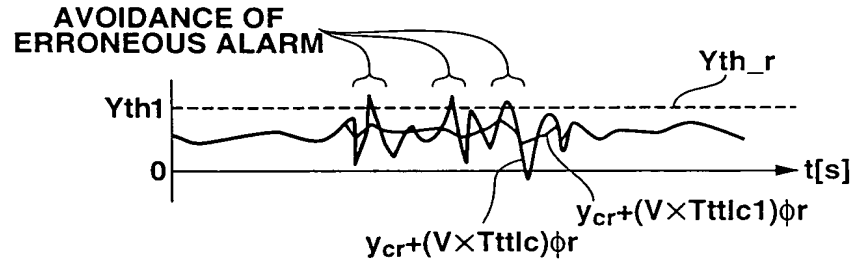


FIG.19

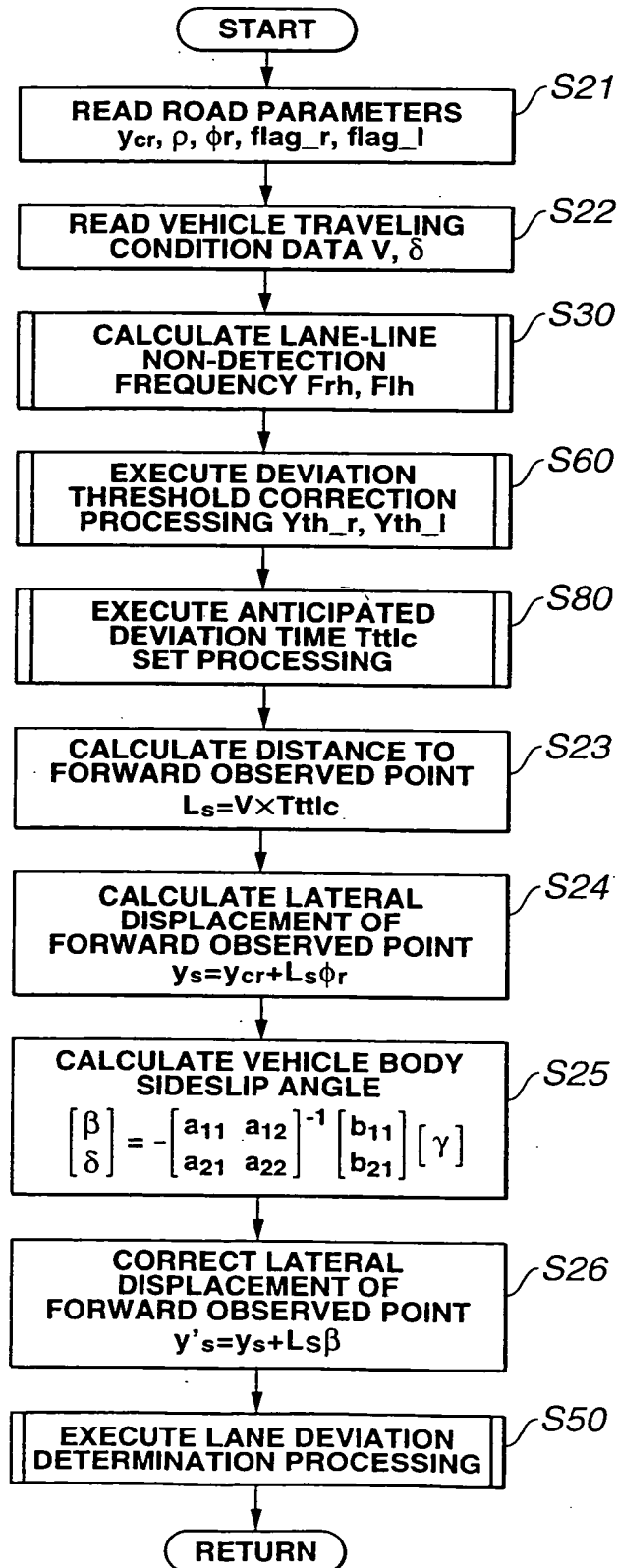


FIG.20

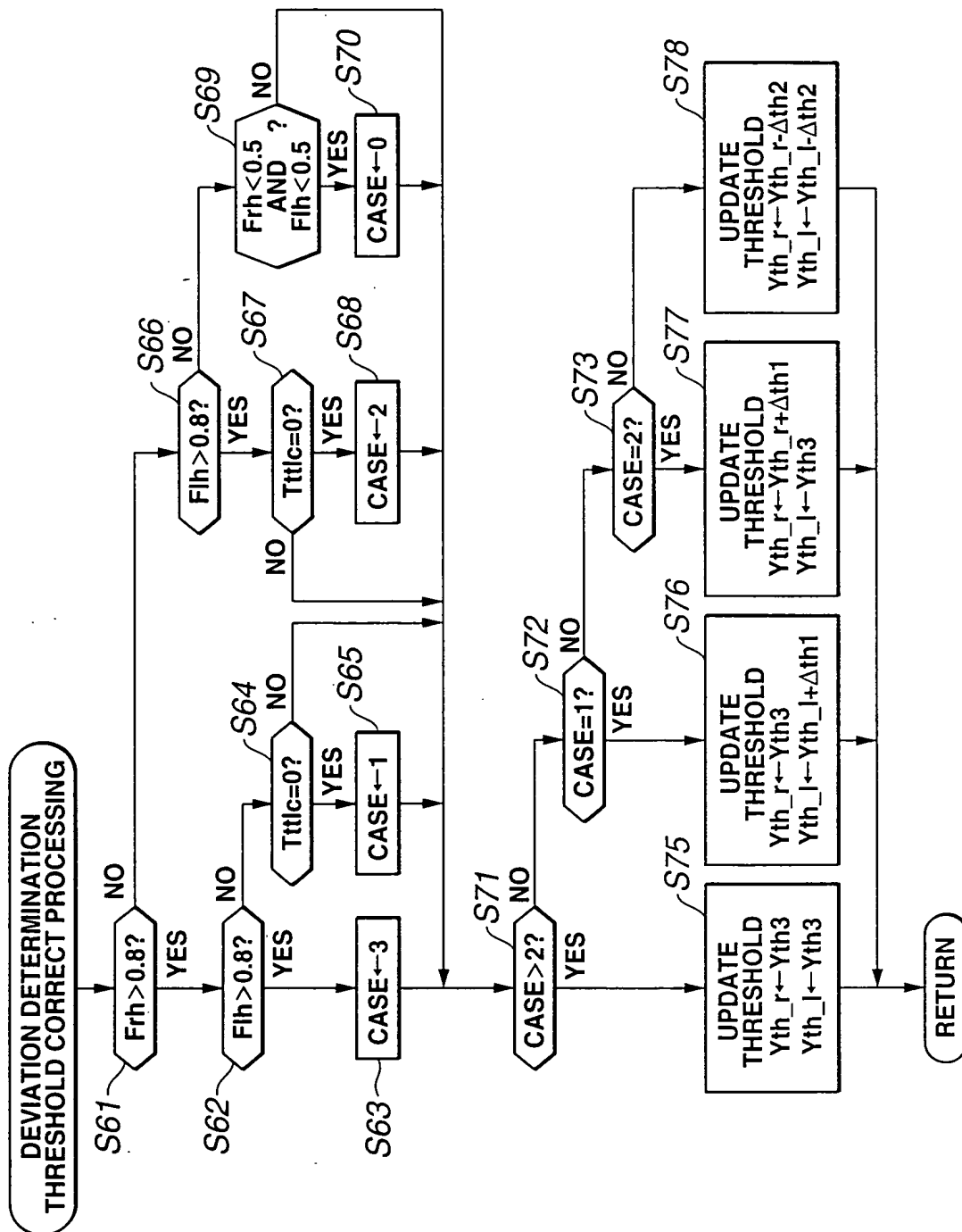


FIG.21

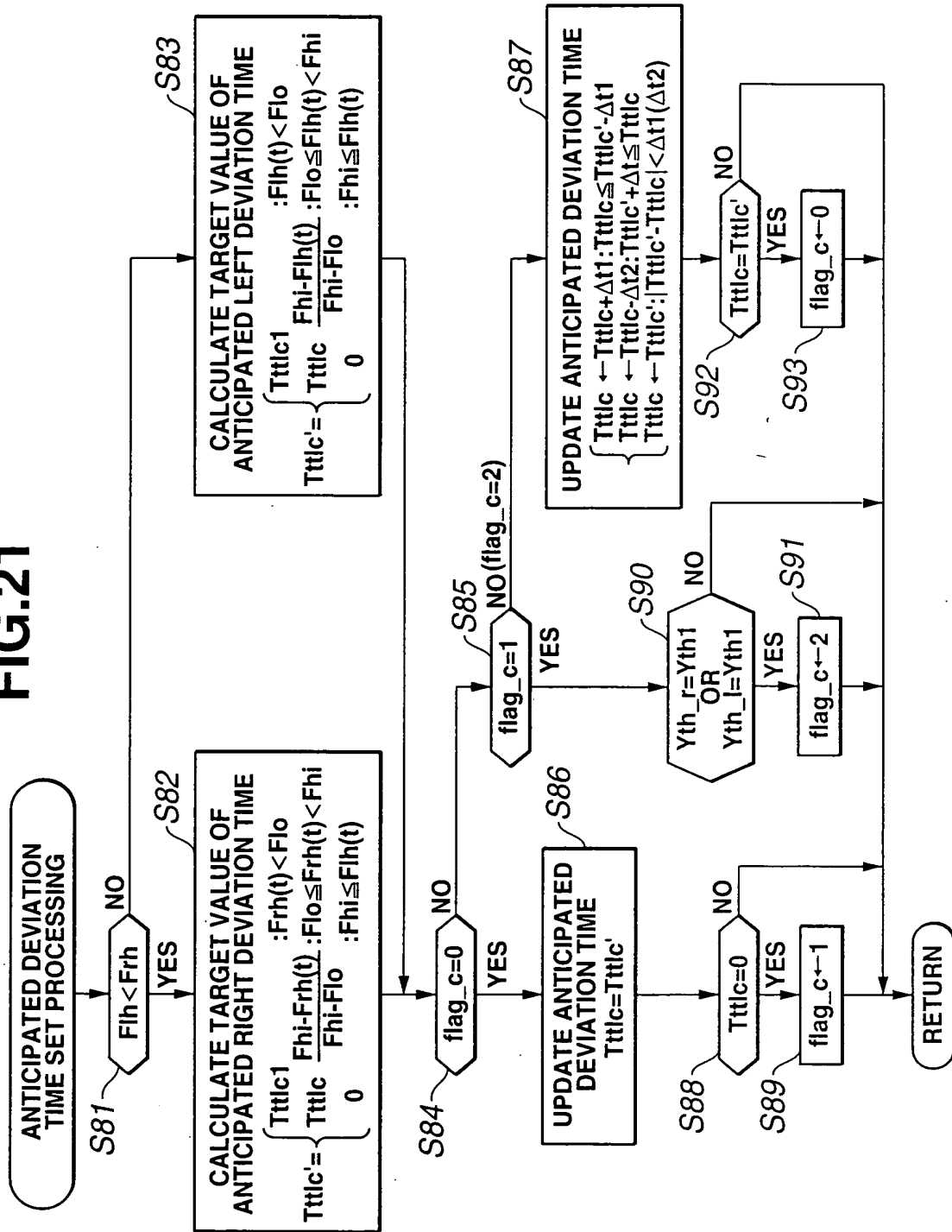


FIG.22A



FIG.22B

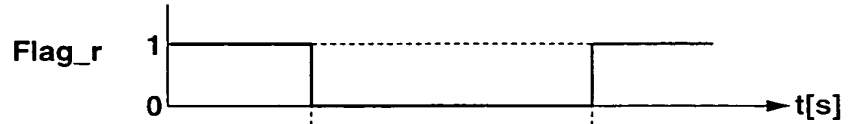


FIG.22C

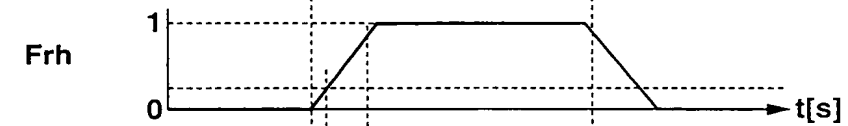


FIG.22D

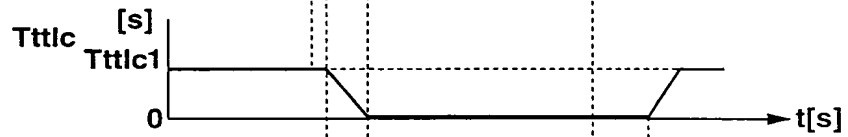


FIG.22E

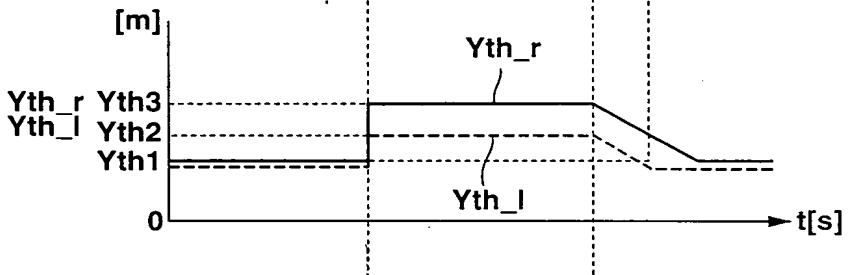


FIG.22F



FIG.22G

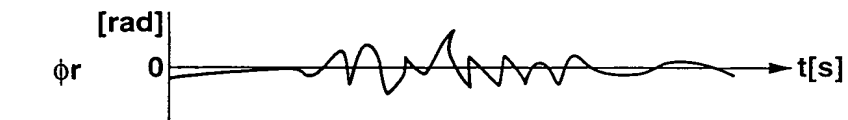


FIG.22H

